

by Capt. Rostrom of the Carpathia, although it was unguessed. It read:

"Carpathia 190 miles east of Ambrose light 11 P. M. Tuesday. All well."

Commander Decker of the Chester, getting in touch by wireless with the Cunarder yesterday afternoon, transmitted to Washington this report:

"Carpathia states list of first and second class passengers and crew sent to shore. Chester will relay list third class passengers when convenient to Carpathia."

The Chester had been ordered to obtain from the Carpathia details of the wreck as well as a list of the survivors, but according to the news from Washington information as to the circumstances of the collision was withheld. The only further word from the cruiser that reached the Navy Department in the afternoon was dated Tuesday and said:

"Carpathia expected to arrive at New York about eighty-three hours from yesterday (Monday) noon."

Still another message received by the Cunard Line, received with intense eagerness but disappointing in its vagueness, came from Winfield Thompson, a Boston newspaper man who is a passenger on the steamship Franconia. At 1:10 P. M. Mr. Thompson's message came in. It was as follows:

"The steamship Franconia established communication with the Carpathia at 6:10 o'clock, New York time, Wednesday morning. At that hour the Carpathia was 49 miles east of Ambrose light, and was making thirteen knots. The Carpathia has 705 survivors of the Titanic on board. The Franconia relaying personal messages from the survivors to Cape Sable."

The White Star officials could not understand the 705, unless it referred to passengers only. Neither could they understand a despatch from the Marconi station at Campden, relayed also from the Franconia and says:

"We are now in communication with the Carpathia via steamship Franconia and able to announce officially that Titanic struck enormous iceberg and sank. Over 2,000 lost. Seven hundred survivors, mostly women, on Carpathia."

"MARCONI STATION."

There could not have been 2,700 persons on the Titanic.

Wireless Work Hampered.

Boston heard through the wireless operator at the Navy Yard that the Chester had tried all day yesterday to get information from the Cunarder, but that the cruiser's appeal for information was ignored except for a warning given by the Carpathia's wireless to the Chester's for the cruiser to "keep out." Steamship officials here could not understand that attitude on the part of the Cunarder's captain, especially since J. Bruce Lennox, the managing director of the White Star Line, is among the survivors on the Carpathia. P. A. S. Franklin, in charge of the White Star office here, said that he had no more information than was contained in the fragmentary wireless messages already mentioned.

The air was crowded with shadowy rumors out of which little satisfaction could be gleaned. There was a story that the Leyland line Californian, which is due in Boston this morning, had been cruising about the scene of the disaster and had recovered a number of bodies. This report was unconfirmed by the agents of the line, who said that they had had only fragmentary messages from the Californian and that these messages were not conclusive in anything. It was not considered likely here, however, that the Leyland steamship had found any of the drowned, since the Virginian and the Parisian of the Atlantic Line, of which preceded the Californian to the wreck where the Titanic met her fate, found nothing but a sea strewn with wreckage and reported that no bodies had been seen.

A faint hope persisted that a few of the Titanic's people might have been picked up by fishing boats at work south of the Grand Banks, but the probability of that is so slight as to be almost negligible. The hope was based on the statement of Capt. Wood of the Leyland line freighter Etonian, who said that as he came along the track which was followed by the Titanic he observed a number of fishing vessels in the vicinity of the spot where the Titanic went down. There was just the possibility, Capt. Wood thought, that some of the passengers afloat in lifeboats had been saved by these fishing vessels. But the Etonian was unable to communicate with any of them.

Questions None Could Answer.

None save Capt. Haddock of the Olympic, his wireless operator, the officers of the Carpathia and the White Star Line knew whether the Carpathia told the Olympic the full story of the collision and what happened in the dreadful hours while the women and children were huddled along with a few of the men waited, chilled and exhausted, near the spot where the Titanic had plunged to her grave.

The maddening uncertainty of the whole business, the inability to know for certain how many were saved as well as to find out if the list supplied by the Carpathia was accurate and complete, and to learn if other ships had picked up survivors, lasted all day. The White Star officials could not answer the multitude of questions poured on them by the hundreds who besieged their offices at a Broadway yesterday seeking for scraps of news as to their loved ones. All that Mr. Franklin and his associates could say was that they had heard nothing new since morning and that there was little on which to base the hope that the extent of the disaster would be decreased when details are known.

The curious story that floated down from the north that the British steamship Bruce had on her way to Cape Breton had patched together from many intercepted wireless messages an account of what happened when the Titanic collided with an iceberg was not generally accepted here for the reason that steamship officials could not understand the Bruce's ability to get the story when no details were obtainable here. As the Bruce had it, the Titanic struck with such force that she practically crumpled up, rearing high and tearing her bottom open on jagged ice. Flooding of all compartments save those in the midsection was simultaneous according to this story. Boats were lowered at once and with little confusion and the women and children, with a few men, were lowered over the side. To the others, this story has it, death came in the darkness, for the shock of collision had dismantled the electrical machinery.

City in Mourning.

The city's flags are at half mast for the lost.

The President has received messages of condolence from King George and from King Albert of Belgium and replied to them.

Lacking the news that was so earnestly sought, the civilized world turned yesterday to the consideration of measures of relief for the survivors. Very many of these, of course, are well to do or more than well to do, but it is certain that there

are hundreds of the rescued who will require assistance when they reach here. The Mayors of New York and London have both opened relief funds. Many well known women are cooperating to raise a fund for the relief of the survivors. The New York City Women's Relief Committee was organized yesterday at the home of Mrs. Abram M. Hewitt, 9 Lexington avenue. Mrs. Hewitt is the honorary president of the organization and Mrs. Nelson H. Henry, the wife of the Surveyor of the Port, will direct the work. She will be assisted by Mrs. Charles B. Alexander, Mrs. Henry F. Dimock, Mrs. James Herman Aldrich, Mrs. E. H. Harriman, Mrs. Sidney Dillon Ripley and many others of social prominence.

Numerous messages of condolence have been received by the White Star Line, among them an expression of sympathy from the Emperor of Germany, who telegraphed to the London office of the line:

"Deeply grieved by the sad news of the terrible disaster which has befallen your line, I send you the expression of my deepest sympathy and also with all those who mourn the loss of relatives and friends."

When the Carpathia arrives to-night or tomorrow morning her aid company will find that everything that sympathy and forethought could suggest will have been done to facilitate their landing and progress toward their homes. Nobody will be allowed to board the Cunarder until she makes her pier, and everything possible will be done to protect the survivors from intrusion and to ease as much as possible their unhappy condition. None but those bearing special passes will be admitted to the White Star pier. Special police arrangements have been made to handle the enormous crowd which is expected at the dock. Ambulances will be ready there in case any of the Titanic's passengers need assistance. Most of the first cabin passengers who survived will have relatives or friends waiting for them with private conveyances.

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TITANIC KNEW SHE WAS NEAR ICEBERGS

Transmitted the Information Herself to the Navy Department.

WARNED BY THE AMERIKA

Hydrographic Office Gives Information Daily of the Dangers of the Ocean.

WASHINGTON, April 17.—All the facts about the steamship Titanic having been warned last Sunday, just preceding the disaster, that she was approaching a field of icebergs were given out here today in a statement by the Navy Department. The Titanic herself transmitted the information in regard to the icebergs to the Navy Department.

The Department announced that on April 15 a message was received from the German steamer Amerika, east-bound, relayed via the Titanic and Cape Race, N. F., saying that icebergs had been sighted almost directly in the path of the ill-fated White Star liner. This message was as follows:

"Amerika has passed two large icebergs in 42° 27' N., 50° 8' W., on the 14th of April."

It is pointed out that the Titanic, having picked this message up from the Amerika on April 14, indicated that she was not far from the scene of the disaster at the Washington, via Cape Race, since the accident is reported to have occurred late that night.

The track of the westbound vessels is about forty miles north of the eastbound track at this point, according to information provided by Capt. John J. Knapp, chief of the Hydrographic Office, who received the message. In a chart of the ice field and the scene of the wreck, which Capt. Knapp prepared to-day for the information of the Secretary of the Navy and the President, it is estimated that the Titanic must have changed her course to the southward after receiving this warning, since the latitude of her track was 41° 45' and she was reported as having sunk in latitude 41° 28'.

Capt. Knapp expressed the opinion that although the ship's course was changed to the southward by thirty to forty miles, the icebergs in the meantime had traveled a like distance southward, and accordingly the ship must have struck at latitude 41° 15' instead of 41° 45', as reported in the despatches. The Titanic is presumed to have sunk in the ice field north of the eastern, or southern, track of the westbound vessels. The Titanic is presumed to have sunk in the ice field north of the eastern, or southern, track of the westbound vessels.

The Navy Department, in a statement issued to-night, by inference charges the authorities responsible for the navigation of the Titanic with indifference to reliable information which had been placed in their hands from day to day for a period of several weeks announcing the presence of a monster field of ice in the track of the transatlantic steamers on the southern course. This information has been mailed out daily to all shipping interests, including the White Star Company, and the bulletins have been displayed daily in the New York maritime office and also in the branch hydrographic office in that city.

These daily reports announced the southern drift of the iceberg from latitude 44° N. on March 28, to the forty-second parallel on the 9th and 10th of April. The Washington authorities point out that notwithstanding these reports and warnings, the big steamship lines continued to send their vessels over the main track, which was being entered by the icebergs as early as April 7. It is pointed out that number of ships, including the Titanic, left eastern and western terminal points later than the original warning and continued on this course.

This information was laid before the President to-day. In all official circles where it became generally known expressed a feeling of the necessity, as demonstrated by the Titanic disaster, of obtaining legislation compelling steamship companies to abide by the official warning. The Hydrographic Office of the Navy Department, which is charged with the duty of providing this sort of information to the maritime world, from time to time, develops, shipping companies have been notified of danger, and other obstructions in the path of their vessels and these warnings have been ignored.

That Capt. Smith of the Titanic should have had sufficient warning in the message from the Amerika is indicated by the following paragraph from the Navy Department's statement:

A trained seaman can and does estimate the probable speed and direction of drift of an iceberg or a derelict in a certain locality at a given date he reckons its future position for an interval of a few days.

The British steamship Carolina passed about thirty large icebergs and extensive fields of ice on April 11 at latitude 41 degrees 30 minutes, longitude 50 degrees 20 minutes. The German steamer Chelsea, in report received on April 14, stated that on April 11 she passed a large iceberg, 100 feet wide and 150 feet high, on a track north to northeast at latitude 41 degrees 30 minutes, longitude 50 degrees 20 minutes, on April 11.

The following ice reports were announced in the daily memorandum for April 16:

The British steamship Carolina passed about thirty large icebergs and extensive fields of ice on April 11 at latitude 41 degrees 30 minutes, longitude 50 degrees 20 minutes. The German steamer Chelsea, in report received on April 14, stated that on April 11 she passed a large iceberg, 100 feet wide and 150 feet high, on a track north to northeast at latitude 41 degrees 30 minutes, longitude 50 degrees 20 minutes, on April 11.

Nearly a score of reports of icebergs in this vicinity were received at the Hydrographic Office to-day. The British steamship Californian reported that on April 12, at latitude 42 degrees 10 minutes, longitude 50 degrees 20 minutes, she skirted a field of ice for about 10 miles, the ice extending as far as could be seen. The fleet was dotted with numerous bergs, and also several derelicts.

The German steamer Bulgaria on April 9 passed a large iceberg and pack ice at latitude 42° 31', longitude 49° 30'. The Spanish ship Hilgig Olaf reported seeing three large icebergs and much field ice on April 12 at latitude 41° 45', longitude 50° 20'. The German ship George Washington saw several large icebergs in different fields, during the day of April 12, from latitude 41° 45' to 42° 30' and longitude 49° 30' to 50° 20'.

The Danish ship Lapland reported passing a large number of icebergs and field ice north and south of latitude 42 degrees, longitude 49 degrees 40 minutes on April 12.

A French steamer made her way for four hours through an ice field with numerous icebergs, at least several hundred in all, at latitude 41 degrees 30 minutes, longitude 49 degrees 40 minutes on April 12.

A British steamer ran into a big ice field on April 13 in latitude 42 degrees 55 minutes, longitude 49 degrees 30 minutes. She was compelled to make a detour of about two miles to the south.

The British steamer Scotia took two hours to pass a field of fourteen large icebergs on April 12 in latitude 45 degrees 13 minutes, longitude 49 degrees 40 minutes. The British steamer Niagara encountered a field of ice on the same day, at latitude 44 degrees 44 minutes, longitude 49 degrees 20 minutes, longitude 49 degrees 20 minutes.

A French steamer reported that she was constantly in the ice from April 9 to 13. From April 9 to 13, at latitude 42° 31', longitude 49° 30'. According to the chart showing the position of ice fields for the last ten years, referred to in the daily memorandum, the ice is further south at present than it has been at any time since 1903. At that time, in April, it reached latitude 40, longitude 57. In 1901 it reached latitude 40, longitude 57. The farthest south it has been at that time was in 1900, when it reached latitude 41, longitude 50. In 1907 it reached latitude 41, longitude 50. In 1907 it reached latitude 41, longitude 50.

in return for their news of the point of contact between the ship and the iceberg and the marine was being a chain of branch hydrographic offices at the principal seaports.

Practically all the captains in the transatlantic trade cooperate in this work by handing in their information on arrival in port to the branch hydrographic office. In recent years the collection of marine data has been immensely accelerated by the use of radiotelegraphy, and the Hydrographic Office is thereby enabled to publish a so-called daily memorandum what-ever important reports of dangers have been received. This sheet is prepared every afternoon and mailed to the branch hydrographic offices and there given publicity to all concerned. By this means Boston, New York, Philadelphia, Baltimore, Norfolk, etc., are daily put in possession of the accumulated reports of dangerous derelicts and icebergs, which have been edited by experts in this line of work.

Thus in the case of the recent loss of the Titanic the shipping companies and shipmasters had been put in possession of the experience and judgment of a trained staff in the hydrographic office as summarized in the daily memorandum. It is pointed out that "North Atlantic Movements," giving a study of the entire question with diagrams to show the usual limits of ice for a period of ten years. More specifically the shipping companies had been provided from month to month with the pilot charts showing the conditions of ice up to the time of printing and with the weekly Hydrographic Bulletin giving all pertinent details in regard to ice derelicts and also the daily memorandum summarizing the collected reports of each day.

In New York the officer in charge of the branch hydrographic office has on exhibition on the floor of the Maritime Exchange, as well as in his office, a large chart of the north Atlantic Ocean in which is shown the location of the derelict, ice and other reported dangers. These charts he keeps posted to date. He also informs at once by telephone the various steamship companies of danger, and also the captains and masters of their vessels, particularly those of outgoing vessels, have always been urged to call at the branch hydrographic office to see the charts and to keep their ships alert, constantly informed of these dangers by means of wireless telegraphy.

Similar action to that above outlined has been taken by the Hydrographic Office at the other ports mentioned above.

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The pilot chart that was issued March 28 shows that at that time ice had come as far south as latitude 44 north. The daily memorandum prior to the 13th instant showed that the trend of ice was to the southward, icebergs being sighted during the last information on April 7, 8, 9, and 10, on the 9th and 10th it had reached the forty-second parallel, and on the 11th some of it was seen south of latitude 42 degrees. The daily memorandum of April 16 contains a message from the steamship Amerika, which is a statement of the time of her disaster. It is seen that the message, which she transmitted to the Amerika, doubtless relates to the very ice upon which she was wrecked.

The Hydrographic Office of the Navy Department has reports showing in detail the various icebergs which struck the ship. The daily memorandum for April 15 contained the following information concerning icebergs in that field:

The German steamer Pisa reported encountering a field of ice, including seven icebergs, on April 11 at latitude 42 degrees 40 minutes, longitude 49 degrees 40 minutes on April 11.

The German steamer Chelsea, in report received on April 14, stated that on April 11 she passed a large iceberg, 100 feet wide and 150 feet high, on a track north to northeast at latitude 41 degrees 30 minutes, longitude 50 degrees 20 minutes, on April 11.

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PARISIAN IN PORT; MISSED TITANIC'S CALL

Wireless Operator Asleep. When Doomed Liner Appealed for Help.

OFFICERS IN IGNORANCE

Only Two Men Aboard Knew of Disaster—Ship Goes to Find Bodies.

HALIFAX, N. S., April 17.—With the arrival of the Allan liner Parisian from Glasgow to-night, the mystery that has surrounded the loss of the Titanic for the last three days has been increased instead of being relieved as was anticipated. As it was known that the Parisian had been in comparatively close touch with the ill-fated Titanic on Sunday and also had been in communication with the steamers that had gone to her assistance after the accident, it was thought that some information as to how the disaster occurred would be forthcoming upon the arrival of the Parisian at Halifax, whither she was bound.

After a day of suspense the newspaper men who were awaiting the arrival of the Parisian were informed, shortly after 7 o'clock, that the Allan liner was entering the harbor.

As the quarantine steamer swung away from the side of the Parisian the newspaper men swarmed up over her side and at once sought out Capt. Hains and wireless operator Donald Sutherland, but little information was forthcoming. Capt. Hains, who was on the bridge, refused to make any statement. He informed THE SUN correspondent that he was aware of the disaster to the Titanic, but declined to discuss the matter in detail any further than to state that he had no official information of what had occurred.

"The ships nearest to the disaster—and they were very much closer—were the Californian and the Carpathia," said Capt. Hains. "There were icebergs in hundreds, and when we met the Carpathia some time before, we told them the same thing we told you, so that they gained."

Many cross messages were obtained afterward bearing on the disaster, but none of these were mentioned by the Parisian's master, for he said it would be a violation of the rules.

"They would add nothing, however, to what you have in the newspapers that you give me," added the captain, who declined to make any comment on the loss of the Titanic other than to say the liner could not have struck head on but sideways, inflicting much more terrible damage than the mere smashing of the forward bulkheads.

"Would it be possible that the iceberg would be so low in the water that it would be impossible to see it on a clear night?" Capt. Hains was asked.

"I never heard tell of such a thing," replied Capt. Hains, closing the door of his cabin.